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railway policy, and it is difficult to conceive how it can be acceptable to many.

The following instances of statistical and other errors are typical. The central paragraph on page 13 gives statistics of early railway mileage, but the table of mileage increases immediately following seems to be based on figures in a footnote. Half the percentages of increase are incorrect, that for 1870-1880 being given as 43 when it should have been 76 per cent. Both sets of mileage figures on page 13 vary from those of the appendix table on page 495. On page 397, after stating that the first extensive automatic-signal block system was installed in 1891, the author continues: "The next installation was on the Chicago & Alton Railroad in 1879." This is probably a misprint for 1897.

The author states on page 461 that ton miles and passenger miles are not recognized as transportation units elsewhere than in the United States. This statement is only partially correct. These units are not utilized in Great Britain, but they do appear in the official railway statistics of a number of foreign countries, such as Austria, Canada, France, Germany.

Page 32 states that electric traction has superseded steam on less than 700 miles of line in the United States, yet the appendix table on page 498 lists a total of 1,906 miles of standard railway line electrified up to 1915. One suspects that the text on page 32 was written several years earlier than the table, and was never revised.

The last chapter offers some good suggestions for efficient organization, use of statistics, and the like. But the reader must rearrange, assimilate, and test the statements and arguments as he goes along. The final section of the volume is a rather inadequate review of America's contribution to railway development.

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#### NEW BOOKS

BLOCH, M. R. *Questions de chemins de fer.* (Paris: Hennerlé et Cie. 1919.)

BOUBLIKOFF, A. A. *The necessity for Russo-American coöperation in Russian railway construction.* (New York: Youroveta Home & Foreign Trade Co. 1919. Pp. 12.)

CUYLER, T. DEW. *How should the railroads be returned?* (Philadelphia: Am. Acad. Soc. & Pol. Sci. 1919. Pp. 12.)

- EMERSON, H. *Railroad piece rates*. (New York: The Emerson Co., 30 Church St. 1919. Pp. 10.)
- HUEBNER, G. G. *Ocean steamship traffic management*. (New York: Appleton. 1919. \$3.)
- LOVETT, R. S. *Railroad legislation as developed up to date*. (New York: Author, 120 Broadway. 1919. Pp. 24.)
- OGILVIE, P. M. *International waterways*. (New York: Macmillan. 1919. \$3.)
- SULLIVAN, W. W. *Accomplishments of the military railways*. (Washington: Railway Accounting Officers Assoc. 1919. Pp. 17.)
- Decisions of the Interstate Commerce Commission of the United States, December, 1918, to April, 1919*. Vol. 52. (Washington: Supt. Docs. 1919. \$1.50.)
- Labor's plan for government ownership and democracy in the operation of the railroads*. (New York: Plumb Plan League. 1919. Pp. 32.)
- New York and New Jersey Port and Harbor Development Commission. Progress report*. (Albany. 1919. Pp. 216.)
- The Russian government's plan of future railroad construction*. (New York: Youraveta Home & Foreign Trade Co. 1919. Pp. 101.)
- Thirty-third annual report of the Interstate Commerce Commission, December 1, 1919*. (Washington. 1919. 35c.)
- Your street car service. A statement of the facts about the situation of the New York Railways Company*. (New York: N. Y. Rys. Co. 1919. Pp. 37.)

### Trade, Commerce, and Commercial Crises

- Resale Price Maintenance*. By CLAUDIUS TEMPLE MURCHISON. Columbia University Studies in History, Economics, and Public Law, vol. LXXXII, no. 2. (New York: Longmans, Green and Company. 1919. Pp. 202. \$1.50.)

To tackle the subject of price maintenance with its ramifications into economic theory or into marketing is not a small task, as the reviewer has demonstrated by his own small experience. A student is confronted by a mass of conflicting testimony from which he must extract a grain of truth. Price maintenance is essentially a marketing problem and the student must know marketing systems and exercise much judgment in order to appraise the facts, the near facts, and the assertions which are presented to him by interested individuals. Dr. Murchison lays the foundation for discussion of price maintenance in the two chapters upon marketing: